

**Amendments to the Claims:**

Cancel claims 1-8, without prejudice.

The following listing of claims will replace all prior versions and listings of claims in the application:

1.-8. (cancelled)

9. (new) A cooling system for an electrical power unit of an electrically operated vehicle, said power unit comprising at least one power section and at least one control section, said cooling system comprising:

a first cooling circuit arranged primarily for cooling said at least one control section, said first cooling circuit comprising a first heat exchanger designed and arranged to feed coolant to said at least one control section at a first coolant temperature; and

a second cooling circuit arranged primarily for cooling said at least one power section, said second cooling circuit comprising a second heat exchanger designed and arranged to feed coolant to said at least one power section at a second coolant temperature which is higher than said first coolant temperature.

10. (new) The cooling system of claim 1 wherein said first heat exchanger is designed and arranged to feed coolant to said at least one control section at a coolant temperature of approximately 70° C, and said second heat exchanger is designed and arranged to feed coolant to said at least one power section at a coolant temperature of approximately 90° C.

11. (new) The cooling system of claim 9 wherein said second heat exchanger is arranged serially behind said first heat exchanger with respect to a direction of air flow toward said first heat exchanger.

12. (new) The cooling system of claim 11 further comprising a fan, said first heat exchanger being arranged serially behind said fan.

13. (new) An electrical power system for an electrically operated vehicle, said power system comprising:

a power unit comprising at least one power section and at least one control section;

a first cooling circuit arranged primarily for cooling said at least one control section, said first cooling circuit comprising a first heat exchanger designed and arranged to feed coolant to said at least one control section at a first coolant temperature; and

a second cooling circuit arranged primarily for cooling said at least one power section, said second cooling circuit comprising a second heat exchanger designed and arranged to feed coolant to said at least one power section at a second coolant temperature which is higher than said first coolant temperature.

14. (new) The power system of claim 13 wherein said at least one power section and said at least one control section are arranged on a common printed circuit board in a common housing, said system further comprising at least one partition wall arranged between said at least one power section and said at least one control section.

15. (new) The cooling system of claim 14 wherein said at least one partition wall is made of thermally insulating material.

16. (new) The cooling system of claim 13 wherein said at least one power section and said at least one control section are physically separate from one another.

17. (new) The power system of claim 13 wherein said control section comprises elements which are arranged in said at least one power section.

18. (new) The power system of claim 13 wherein said at least one power section comprises elements which are arranged in said at least one control section.

19. (new) A method of cooling an electrical power unit of an electrically operated vehicle, said power unit comprising at least one power section and at least one control section, said method comprising:

arranging a first cooling circuit primarily for cooling said at least one control section, said first cooling circuit comprising a first heat exchanger;

feeding coolant from said first heat exchanger to said at least one control section at a first coolant temperature;

arranging a second cooling circuit primarily for cooling said at least one power section, said second cooling circuit comprising a second heat exchanger; and

feeding coolant from said second heat exchanger to said at least one power section at a second coolant temperature which is higher than said first coolant temperature.

20. (new) The method of claim 19 wherein said second heat exchanger is arranged serially behind said first heat exchanger with respect to a direction of air flow toward said first heat exchanger.

21. (new) The method of claim 20 further comprising blowing air toward said first heat exchanger with a fan.